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PENNSYLVANIA RAILROAD.

1895-#14900

TOURS

TO

FLORIDA.

1899.

MATCHLESS IN EVERY FEATURE.

1878 #14363



WINTER IN FLORIDA.

WINTER TOURS

TO

FLORIDA,

UNDER THE PERSONALLY-CONDUCTED SYSTEM

OF THE

PENNSYLVANIA RAILROAD.

•••

THROUGH TRAINS OF PULLMAN VESTIBULE DRAWING-ROOM
SLEEPING AND DINING CARS.

SEASON OF 1899.

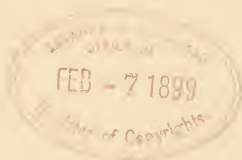
J. R. WOOD,
Gen'l Passenger Agent.

GEO. W. BOYD,
Ass't Gen'l Passenger Agent.

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PENNSYLVANIA RAILROAD
TOURS
TO
FLORIDA.

SEASON OF 1899.



UNDERNEATH the genial sky of Florida the large number of people who feel the need of a midwinter as well as a mid-summer holiday find the rest and recreation which a working world makes necessary. To these people the personally-conducted tours of the Pennsylvania Railroad especially commend themselves. These tours are planned just to fit the two weeks' vacation which almost every one may take. The excursion rates are most liberal, and the style of traveling is first class in every particular. If the general sentiment concerning them is to be taken as an index to their popularity, they may in all verity be styled the ideal short winter tours.

The Pennsylvania Railroad Company, for the season of 1899, presents a series of four tours. They will be carried out under the personally-conducted system for which that

company has become famous, and every detail relating to them will be maintained on that high grade which has been the marked characteristic of previous undertakings of this kind.

Arrangements so comprehensive and complete present a rare opportunity for recreation and pleasure on desirable dates.

THE DAYS OF STARTING AND RETURNING.

A series of four tours from Boston, New York, Philadelphia, Baltimore, Washington, and other principal points on the Pennsylvania System is fixed for the following dates :—

LEAVE NEW YORK, TUESDAY, JANUARY 24,

LEAVE NEW YORK TUESDAY, FEBRUARY 7,

LEAVE NEW YORK, TUESDAY, FEBRUARY 21,

LEAVE NEW YORK, TUESDAY, MARCH 7, 1899.

Dates for leaving Boston are one day earlier in each instance.

The first three tours will each admit of a visit of TWO WHOLE WEEKS in the Flowery Peninsula, and the returning parties will leave Jacksonville for home on the dates following :—

FIRST TOUR, THURSDAY, FEBRUARY 9,

SECOND TOUR, THURSDAY, FEBRUARY 23,

THIRD TOUR, THURSDAY, MARCH 9, 1899.

Tickets for the FOURTH TOUR are valid for return until MAY 31, 1899, by regular trains.

The period allowed is amply sufficient to admit of a thorough tour of all the interesting places in the Peninsula.

UNDER PERSONAL ESCORT.

Undoubtedly one of the most original and highly satisfactory creations of the Pennsylvania Railroad was the inauguration of personally-conducted tours under the supervision and direction of a Tourist Agent and Chaperon. The former, a man of broad experience, makes all arrangements that may be required, has a perfect knowledge of all routes, attends to the prompt movement of the train, and in every way looks to the comfort and enjoyment of his fellow-travelers.

The Chaperon, an entirely original conception of the Pennsylvania Railroad, has especial charge of ladies, particularly those unaccompanied by parents or escort, ministering to their necessities in a most intelligent manner, as experience has thoroughly educated her in the intricacies of railway travel and usage.

In the Chaperon the ladies find both a companion and guide. While furnishing all information that one could wish, and looking with watchful eyes after the comfort and pleasure of those in her charge, the Chaperon also stands to unescorted ladies in the exact relation that her title implies.

DISTINCTIVE FEATURES.

The marked success and popularity of the Pennsylvania Railroad Tours to Florida are due to several causes. The complete appointment of the special trains, the liberality of the rates and the return limit of tickets, are features that have attracted the traveling public; but the most popular characteristic of these tours is the freedom of movement allowed the tourists after their arrival at destination. No fixed programme is set for them in Florida, but having arrived at

Jacksonville they are at perfect liberty to dispose of their time as they see fit. They may travel over the State individually or in small parties, may stop wherever they choose and stay as long as is desirable, only keeping in view the return date, and arranging their migrations so as to be in Jacksonville in time to take the special train for home on the date fixed for its departure. This plan imposes on the tourists no compulsory conditions as to their movements, and at the same time secures to them all the benefits of the personally-conducted system.

On page 18 suggestions for a number of side trips in Florida will be found.

HOW THE TOURISTS TRAVEL.

Each party will be transported from New York to Jacksonville in a special train of Pullman Vestibule Sleeping and Dining Cars. The train will be in direct charge of the Tourist Agent, who, aided by the Chaperon, will relieve the tourists of all the incidental cares of a long trip. The train will run through on a fast schedule in both directions.

The route of the tours of January 24 and February 21 is via Pennsylvania Railroad to Washington, Southern Railway to Columbia, and Florida Central and Peninsular Railroad to Jacksonville; and that of the tours of February 7 and March 7 is via the Pennsylvania Railroad to Quantico, the Richmond, Fredericksburg and Potomac Railroad to Richmond, the Atlantic Coast Line to Ashley Junction, and the Plant System to Jacksonville. Returning, the parties will travel by the same route as that used south-bound.

The dining-car feature is a most desirable one, and cannot fail to enlist the appreciation of all travelers, insuring comfortable meals at regular hours with ample time to enjoy them. All the meals necessary *en route* will be

served in the dining car, the expense of the same being covered by the price of the tickets. Hours observed for meals will be:—

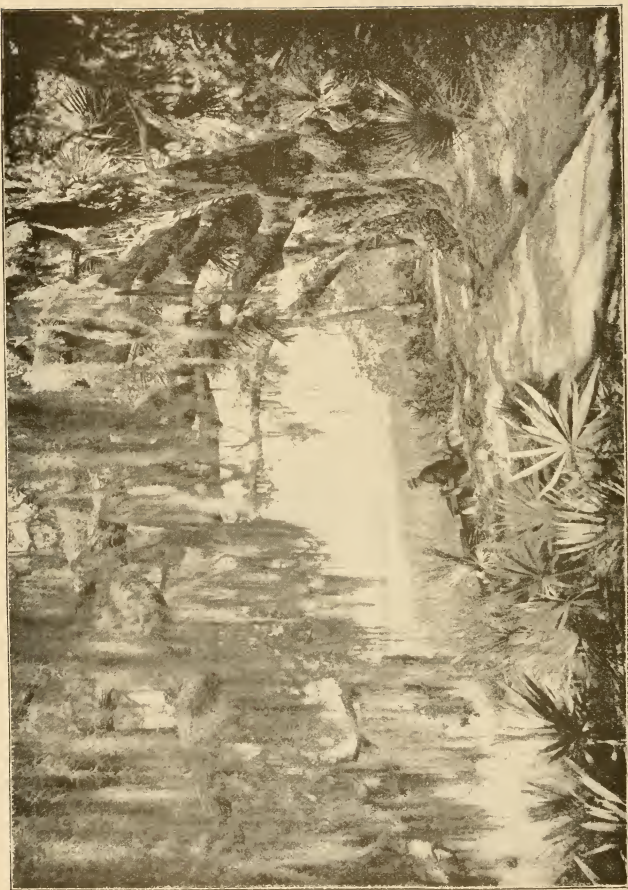
Breakfast	7.00 to 8.30 A. M.
Luncheon	12.30 to 1.30 P. M.
Dinner	6.00 to 7.30 P. M.

THE RATES AND CONDITIONS OF THE TICKETS.

The excursion tickets for these tours will be sold from Boston at \$65.00, New York \$50.00, Philadelphia \$48.00, and from other stations named on other pages in this pamphlet at the rates there quoted. The price of the tickets includes railway transportation, and, for the first three tours, Pullman sleeping-car accommodations (one berth) and meals *en route* in both directions while traveling on the special train. The rate from Boston includes, in addition to above, berth from Boston to Philadelphia and return; breakfast going and supper returning, at Broad Street Station, Philadelphia. The tickets will be accepted for passage only on the special train. They must be used for the return trip only on the special train appointed to leave Jacksonville on the date fixed for the return of the particular tour in question, except that as stated on page 6, tickets for the fourth tour will be valid returning by regular trains until May 31, 1899, and cover Pullman accommodations (one berth) and meals *on going trip* only; nothing but transportation is included returning.

Tickets sold at points on this company's lines not reached by the special train cover transportation only by regular trains to nearest junction point with the special train.

The tourists, upon reaching Jacksonville, will be left to pursue their own course until the return date, when they will take the special train at that point for the homeward trip.



A FLORIDA VISTA.

Baggage should be checked through to Jacksonville via the route of tour selected.

The company reserves the right to attach special cars to regular trains, if, from any cause, the number of the party should be too small to warrant the running of a special train.

A SUGGESTION.

The number of persons for which accommodations can be provided on a special train of Pullman drawing-room cars is necessarily limited. It is prudent, therefore, that those who desire to join the party should make early application for tickets, and register their names for sleeping-car accommodations.

Tickets or itineraries may be secured at the ticket offices of the Pennsylvania Railroad Company in Boston, New York, Jersey City, Newark, Elizabeth, Trenton, Philadelphia, Wilmington, Baltimore, Washington, and the other stations from which rates are quoted, or by addressing

GEO. W. BOYD,

*Assistant General Passenger Agent
Pennsylvania Railroad Co.,*

BROAD STREET STATION, PHILADELPHIA, PA.

Special booking offices for personally-conducted tours have been established at the following offices, where representatives of the Tourist Bureau will be stationed:—

1196 Broadway,
New York City.

205 Washington Street,
Boston, Mass.

789 Broad Street,
Newark, N. J.

860 Fulton Street,
Brooklyn, N. Y.

Room 411, Broad St. Sta-
tion, Philadelphia, Pa.

15th and G Streets,
Washington, D. C.

N. E. Corner Baltimore
and Calvert Streets,
Baltimore, Md.

Corner Fifth Avenue and
Smithfield Streets,
Pittsburg, Pa.

ROUND-TRIP RATES.

Altoona, Pa.	\$50 65	Hamburg, Pa.	\$50 00
Atlantic City, N. J.	49 25	Harrington, Del.	49 00
Baltimore, Md.	48 00	Harrisburg, Pa.	48 00
Bellefonte, Pa., via Tyrone	51 00	Havre de Grace, Md.	48 00
Belvidere, N. J.	50 00	Huntingdon, Pa.	50 00
Birdsboro, Pa.	49 35	Indiana, Pa.	52 30
Blairsville, Pa.	52 00	Irvineton, Pa.	53 65
Bordentown, N. J.	49 00	Jamesburg, N. J.	50 00
Boston, Mass.	65 00	Jersey City, N. J.	50 00
Bridgeton, N. J.	49 00	Johnstown, Pa.	51 45
Bristol, Pa.	48 80	Kane, Pa.	52 95
Bryn Mawr, Pa.	48 00	Lambertville, N. J.	49 80
Burlington, N. J.	48 60	Lancaster, Pa.	48 00
Canandaigua, N. Y.	52 85	Latrobe, Pa.	52 20
Cape May, N. J.	49 75	Lewistown Junction, Pa.	49 25
Centreville, Md.	49 00	Lock Haven, Pa.	50 40
Chestnut Hill, Pa.	48 30	Long Branch, N. J.	50 00
Chester, Pa.	48 00	Mt. Carmel, Pa.	49 65
Clayton, Del.	48 40	Mt. Union, Pa.	49 75
Clearfield, Pa.	51 20	Manayunk, Pa.	48 25
Coatesville, Pa.	48 00	Media, Pa.	48 00
Columbia, Pa.	48 00	Merchantville, N. J.	48 20
Conewago, Pa.	48 00	Middletown, Del.	48 25
Connellsville, Pa.	52 90	Middletown, Pa.	48 00
Conshohocken, Pa.	48 50	Milford, Del.	49 00
Corry, Pa.	54 10	Millville, N. J.	49 00
Dover, Del.	48 50	Milton, Pa.	49 35
Downingtown, Pa.	48 00	Moorestown, N. J.	48 50
Delmar, Del.	49 00	Mt. Holly, N. J.	48 70
Driftwood, Pa.	51 50	Mt. Joy, Pa.	48 00
Elizabeth, N. J.	50 00	Muncy, Pa.	49 65
Elkton, Md.	48 00	Nanticoke, Pa.	50 25
Elmira, N. Y.	51 45	Newark, Del.	48 00
Emporium, Pa.	51 85	Newark, N. J.	50 00
Erie, Pa.	54 85	New Brunswick, N. J.	50 00
Frankford, Pa.	48 25	New Castle, Del.	48 00
Freehold, N. J.	50 00	New York, N. Y.	50 00
Greensburg, Pa.	52 40	Norristown, Pa.	48 65
Germantown, Pa.	48 20	Northumberland, Pa.	49 15
Glassboro, N. J.	48 75		

Ocean Grove, N. J.	\$50 00	Shamokin, Pa.	\$49 50
Oxford, Pa.	48 00	Shenandoah, Pa.	50 00
Perryville, Md.	48 00	Spring City, Pa.	49 30
Perth Amboy, N. J.	50 00	Sunbury, Pa.	49 10
Philadelphia, Pa.	48 00	Trenton, N. J.	49 00
Phillipsburg, N. J.	50 00	Tulpohocken, Pa.	48 20
Phoenixville, Pa.	49 00	Tyrone, Pa.	50 40
Pittsburg, Pa.	53 00	Uniontown, Pa.	53 00
Pottstown, Pa.	49 00	Vineland, N. J.	49 00
Pottsville, Pa.	50 00	Warren, Pa.	53 55
Princeton, N. J.	49 60	Washington, D. C.	48 00
Rahway, N. J.	50 00	Watkins, N. Y.	51 95
Reading, Pa.	50 00	West Chester, Pa.	48 00
Red Bank, N. J.	50 00	Wilkesbarre, Pa.	50 35
Renovo, Pa.	50 95	Williamsport, Pa.	50 00
Rochester, N. Y.	54 00	Wilmington, Del.	48 00
Salem, N. J.	49 00	Wissahickon Heights, Pa.	48 30
Schuylkill Haven, Pa.	50 00	Woodbury, N. J.	48 30
Seaford, Del.	49 00	York, Pa.	48 00

Rates via Market Street Wharf do not include transfer of passenger or baggage through Philadelphia.

Half-tickets for use of children between five and twelve years of age will be sold at two-thirds above rates.

EXTRA PULLMAN ACCOMMODATIONS.

As previously stated, these rates include one double berth in sleeper, but in case extra Pullman accommodations are desired a limited number of persons can be furnished therewith at the following additional charges for the round trip from New York or Philadelphia :—

For entire section occupied by one person	\$13 00
For drawing-room occupied by one person	35 00
For drawing-room occupied by two persons	22 00
For drawing-room occupied by three persons	9 00

It should be borne in mind that the above are the *total* additional charges, so that in the case of drawing-room occupied by two persons the *per capita* charge is \$11.00, and when occupied by three persons the *per capita* charge is \$3.00.

For the fourth tour, where Pullman accommodations are furnished south-bound only, the charges for extra Pullman space will be one-half of above amounts.

ITINERARY IN DETAIL.

VIA SOUTHERN RAILWAY AND FLORIDA CENTRAL AND PENINSULAR RAILROAD.



SOUTH-BOUND SCHEDULE.

JANUARY 23 and FEBRUARY 20, 1899.

Leave Boston (via New York, New Haven and
Hartford R. R.) Eastern Time.
7.00 P. M.

JANUARY 24 and FEBRUARY 21, 1899.

Leave New York (via Pennsylvania R. R.)
West Twenty-third Street 9.20 A. M.
Cortlandt and Desbrosses Streets 9.30 "
" Brooklyn (via Annex Boat) 9.15 "
" Jersey City (via Pennsylvania R. R.) 9.44 "
" Newark " " 9.58 "
" Elizabeth " " 10.08 "
" Trenton " " 11.11 "
" Philadelphia " " 12.09 P. M.
" Wilmington, Del. " " 12.49 "
" Baltimore " " 2.25 "
" Washington (via Southern Ry.) 3.46 "

JANUARY 25 and FEBRUARY 22, 1899.

Arrive Columbia, S. C. (via Southern Ry.) Eastern Time.
4.34 A. M.
Arrive Columbia, S. C. (via Southern Ry.) Central Time.
3.34 A. M.
Leave " " (via Florida Central and
Peninsular Railroad) 4.45 "
Arrive Jacksonville " 11.50 "

Luncheon, dinner, and breakfast will be served
in the dining car.

VIA FLORIDA CENTRAL AND PENINSULAR RAILROAD
AND SOUTHERN RAILWAY.



NORTH-BOUND SCHEDULE.

FEBRUARY 9 and MARCH 9, 1899.

Leave Jacksonville (via Florida Central and	Central Time.
Peninsular R. R.)	9.00 A. M.
Leave Columbia (via Southern Ry.)	Eastern Time.
	5.50 P. M.

FEBRUARY 10 and MARCH 10, 1899.

Arrive Washington (via Southern Ry.)	Eastern Time.	6.42 A. M.
" Baltimore (via Pennsylvania R. R.) . .	" "	8.03 "
" Wilmington, Del. " "	" "	9.33 "
" Philadelphia " "	" "	10.15 "
" Trenton " "	" "	11.13 "
" Elizabeth " "	" "	12.07 P. M.
" Newark " "	" "	12.18 "
" Jersey City " "	" "	12.31 "
" New York " "	" "	12.43 "
" Brooklyn (via Annex Boat)	" "	1.00 "

Luncheon, dinner, and breakfast will be served
in the dining car.

FEBRUARY 11 and MARCH 11, 1899.

Arrive Boston (via New York, New Haven and	
Hartford R. R.)	7.00 A. M.

VIA ATLANTIC COAST LINE AND PLANT SYSTEM.

SOUTH-BOUND SCHEDULE.

FEBRUARY 6 and MARCH 6, 1899.

Leave Boston (via New York, New Haven and
Hartford R. R.) Eastern Time.
7.00 P. M.

FEBRUARY 7 and MARCH 7, 1899.

Leave New York (via Pennsylvania R. R.)
West Twenty-third Street 9.20 A. M.
Cortlandt and Desbrosses Streets . . 9.30 "
" Brooklyn (via Annex Boat) 9.15 "
" Jersey City (via Pennsylvania R. R.) . . 9.44 "
" Newark " " . . 9.58 "
" Elizabeth " " . . 10.08 "
" Trenton " " . . 11.11 "
" Philadelphia " " . . 12.09 P. M.
" Wilmington, Del. " " . . 12.49 "
" Baltimore " " . . 2.25 "
" Washington (via Pennsylvania and Rich-
mond, Fredericksburg and Potomac
Railroads) 3.46 P. M.
Leave Richmond (via Atlantic Coast Line) . . 7.20 "

FEBRUARY 8 and MARCH 8, 1899.

Arrive Ashley Junction (via Atlantic Coast Line), Eastern Time.
5.30 A. M.
Arrive Ashley Junction " " Central Time.
4.30 A. M.
Leave Ashley Junction (via Plant System) . . . 4.45 "
Arrive Jacksonville " " . . . 11.50 "

Luncheon, dinner, and breakfast will be served
in the dining car.

VIA PLANT SYSTEM AND ATLANTIC COAST LINE.

NORTH-BOUND SCHEDULE.

FEBRUARY 23, 1899, tickets on last tour being valid for return on regular trains until May 31, 1899.

Central Time.

Leave Jacksonville (via Plant System) 9.00 A. M.
 Arrive Ashley Junction " " 4.15 P. M.
 Leave Ashley Junction (via Atlantic Coast Line), 5.30 "

FEBRUARY 24, 1899.

Eastern Time.

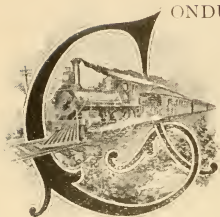
Arrive Washington (via Pennsylvania R. R.) . . 7.01 A. M.
 " Baltimore " " . . 8.23 "
 " Wilmington, Del. " " . . 9.55 "
 " Philadelphia " " . . 10.35 "
 " Trenton " " . . 11.33 "
 " Elizabeth " " . . 12.27 P. M.
 " Newark " " . . 12.35 "
 " Jersey City " " . . 12.50 "
 " New York " " . . 1.03 "
 " Brooklyn (via Annex Boat) 1.30 "

Luncheon, dinner, and breakfast will be served
 in the dining car.

FEBRUARY 25, 1899.

Arrive Boston (via New York, New Haven and
 Hartford R. R.) 7.00 A. M.

SIDE TRIPS IN FLORIDA.



CONDUCTING tourists to Jacksonville, they will be left there to follow their own inclinations. The following are suggested as desirable side trips from Jacksonville during the two weeks' stay of the tourists in Florida. For tickets apply to the agents of the initial line out of Jacksonville. The fares quoted are for the round trip, and are subject to change without notice. Tickets are good to stop off on notice to conductors. Information as to additional side trips can be secured on application to the various railroad and steamship lines in Florida.

1. Jacksonville to St. Augustine and return; Florida East Coast Railway. Fare: \$2.90.

2. Jacksonville to St. Augustine, Palm Beach, Rockledge, Palatka, Silver Springs, and return to Jacksonville. Fare: \$33.45, including meals and berth on steamer. *Route:* Florida East Coast Railway, Jacksonville to St. Augustine Palm Beach, Rockledge, and Palatka; Ocklawaha River steamer to Silver Springs, and Florida Central and Peninsular Railway to Jacksonville. While at Rockledge a trip to Fairyland will be found enjoyable, and while at Ormond a drive to Daytona and a trip on the Halifax River to the mouth of the Tomoka.

3. Jacksonville to St. Augustine, Palm Beach, Miami, Nassau, Rockledge, and return to Jacksonville. Fare: \$52.95, including meals and berth on steamer between

Miami and Nassau. *Route*: Florida East Coast Railway and steamers.

4. Jacksonville to Miami, and steamer thence to Key West via Florida East Coast Railway and steamers; returning by same route. Fare: \$34.20, including meals and berth on steamers.

5. Jacksonville to Miami, thence steamer to Havana, Cuba, via Florida East Coast Railway and steamers; returning by same route. Fare: \$55.20, including meals and berth on steamers.

6. Jacksonville to Palatka, Silver Springs, Ocklawaha River, Palatka, and return to Jacksonville. *Route*: Jacksonville, Tampa and Key West Railway and Ocklawaha River steamers. Fare: \$11.95, including meals and berth on steamer.

7. Jacksonville, Tampa and Key West Railway, Jacksonville to Crescent City Junction, thence by steamer to Crescent City; returning by same route. A novel steamboat trip through canals and lakes to Lake Crescent. Fare: \$4.80.

8. Jacksonville, Tampa and Key West Railway, Jacksonville to Sanford, and the Plant System to Kissimmee; returning by same route. Fare: \$9.90. The section about Kissimmee, Lake Tohopekaliga, and the Kissimmee River embraces the great fishing and hunting grounds.

9. Jacksonville to Tampa and return via Jacksonville, Tampa and Key West Railway and the Plant System direct to Tampa Bay Hotel; returning by same route. Rate: \$12.70. If steamer be used on return trip from Sanford to Jacksonville on the St. John's River, the rate will be \$11.95; meals on steamer extra.

10. Jacksonville, Tampa and Key West Railway to Titusville, and Indian River steamer to Palm Beach; returning by same route. Fare: \$19.00; meals and berth on steamer

extra. Returning via Sanford, and steamer thence to Jacksonville, \$19.50. The latter covers trips on the beautiful Indian and St. John's Rivers.

11. Jacksonville, Tampa and Key West Railway, Jacksonville to Titusville, and Indian River steamer to Rockledge; returning by same route. A trip of twenty miles each way on the beautiful Indian River. Fare: \$10.50; meals on steamer extra. Returning via Sanford and the St. John's River steamer to Jacksonville, \$11.00.

12. Jacksonville, Tampa and Key West Railway, Jacksonville to Sanford, Plant System to Port Tampa, and steamer on Manatee River to Palmetto, Braidenton, and other river points, through the orange grove region; returning by same route. Fare: \$14.20. If steamer on St. John's River be used from Sanford to Jacksonville, the rate will be \$13.45; meals and berths on steamers extra.

13. Jacksonville through Port Tampa and Key West to Havana, Cuba, and return, via Jacksonville, Tampa and Key West Railway and the Plant System and Steamship Line. Fare: \$55.20, including meals and berth on steamer. Returning via St. John's River steamers from Sanford to Jacksonville, with meals and berths extra, \$54.45.

14. Same route as No. 13, Jacksonville to Key West and return, \$34.20, including meals and berths on steamers.

15. Jacksonville to Fernandina and return, via Florida Central and Peninsular Railroad. Fare: \$2.00.

16. Jacksonville to Silver Springs via Florida Central and Peninsular Railroad, thence to Palatka via steamer on Ocklawaha River, and rail lines from Palatka to Jacksonville. Fare: \$11.90.

17. Jacksonville to Tampa and return, via Florida Central and Peninsular Railroad. Fare: \$12.70.

18. Jacksonville to Tallahassee and return, via Florida Central and Peninsular Railroad. Fare: \$9.95.

RESORTS.

JACKSONVILLE.

1002 miles from New York.

This city is the great distributing centre from which hosts of travelers pouring into the land branch out to the numberless places of interest in every direction. It is situated on



A FLORIDA STREAM.

the St. John's River, twenty-five miles west of the ocean, and is the largest city on the seaboard south of Savannah, and the place of first importance in business, trade, and commerce. The wide avenues of the city are shaded with

grand live oaks ; rare flowers and shrubbery of the tropics adorn the grounds around the villas and hotels, and the sweet perfume of buds and blossoms permeates the air. The city is rich in suburban attractions. The drive along the St. John's River and to Riverside are especially beautiful.

The hotels of Jacksonville are numerous. Some are very handsome structures, and all offer good entertainment.

PRINCIPAL HOTELS.

The Carleton.
The Duval.
The Glenada.
The Geneva

Hotel Oxford.
St. James Hotel.
The Travelers.
Windsor Hotel.

The Everett.
Placide House.
Grand View Hotel.



ALONG THE ST JOHN'S RIVER.

BELLEAIR, FLA.

260 miles from Jacksonville, via the Plant System.

Belleair is situated on a lofty elevation, browning the waters of Clearwater Harbor, just twenty-five miles from Port Tampa, on the Mexican Gulf. Here beautiful shells, tinted and shapely, are cast upon the hard white sand. The fishing is nowhere finer, and any variety that could be obtained at famous Tarpon Springs can be caught at Belleair or Clearwater. The grouper fish, considered delicious pompano and sea bass, and the mammoth tarpon very fine eating, salt-water trout and Spanish mackerel, the are all found in season.

The outdoor sports are numerous, embracing hunting, golfing, and cycling. Belleair boasts of the finest cycle track in the Southern States.

PRINCIPAL HOTEL.

The Belleview.

CEDAR KEY.

127 miles from Jacksonville, via Florida Central and Peninsular Railroad.

Cedar Key is a very popular resort for tourists and sportsmen. Many and interesting are the side trips by steamer from here. Diving for sponge is a sight well worth seeing.

PRINCIPAL HOTELS.

Bettelini House.

Schlemmer House.

DAYTONA.

51 miles from Palatka, via Florida East Coast Railway.

This town is built for about two miles along the west bank of the Halifax River. Its streets are shaded with

live oaks and stately palmettos. Steamboats connect at this point for the Hillsborough and Indian Rivers.

PRINCIPAL HOTELS.

Fountain City Hotel.	Palmetto Hotel.	Holly Inn.
The Ridgewood.	Colonnades.	

DE LAND.

110 miles from Jacksonville, via Tropical Trunk Line.

De Land is a delightfully picturesque town, situated in Volusia County, on a pine elevation. It is completely



AN EAST COAST DRIVE.

belted with extensive orange groves, and here the rich tropical productions thrive in abundance. All through this locality are found most picturesque lakes, on the shores of which stand beautiful residences and commodious hotels.

It is a favorite spot for the sportsman—deer, turkey, and wildcat being found in abundance.

PRINCIPAL HOTELS.

The Carrolton. College Arms. Floral Grove Hotel. Putnam House.

ENTERPRISE.

122 miles from Jacksonville, via Tropical Trunk Line; also reached via boat.

The advantageous situation of this town has given it a pre-eminence over many others, as it is, like its neighbor Sanford, directly on Lake Monroe—one of the headwater bodies of the St. John's.

PRINCIPAL HOTEL.

Brock House.

FERNANDINA.

36 miles from Jacksonville, via Jacksonville Branch of the Florida Central and Peninsular Railroad.

This old Spanish town was founded in 1632 by the Countess of Egmont, who essayed the culture of indigo. It has the largest and deepest harbor on the eastern coast of Florida, and during the Civil War witnessed some of the most thrilling scenes of blockade running.

Amelia Beach, over twenty miles long and two hundred feet wide, hard and firm, is one of the finest beaches in the world. The air is perfect, and the avenues broad, bowered by oak and orange.

PRINCIPAL HOTELS.

Egmont Hotel.

Florida House.

GREEN COVE SPRINGS.

30 miles from Jacksonville, via Tropical Trunk Line; also reached via boat.

The wonderful Sulphur Spring, discharging three thousand gallons of water a minute, from which the place takes its name, is located in a handsome grove of live oaks draped with Spanish moss, in the midst of wide magnolia forests. The grounds are attractively laid out in romantic walks and parks. The bathing pools are extensive, and the baths are commended not only to invalids but to all who enjoy a good plunge. Open-air bathing in December is a common everyday enjoyment.

The romantic St. David's walk extends northward along the shore two miles through the forest to Magnolia and its fine hotel. Excursions may be made by boat from here to Palatka.

PRINCIPAL HOTELS.

Clarendon Hotel.
Morganza Hotel.

Oakland Hotel.
Riverside House.

St. Clair Hotel.
Hotel St. Elmo.

HAVANA, CUBA.

Florida East Coast Railway to Miami, thence by steamship.

Also Tropical Trunk Line to Sanford, Plant System to Port Tampa, thence by steamship.

The recent conflict between the United States and Spain for the deliverance of Cuba has aroused a universal interest in the island, and especially in Havana and Havana Harbor, where the memorable "Maine" went down with her gallant crew on that fateful February night.

The distance to Havana from Key West is about one hundred miles, and the run is made so as to approach the entrance to Havana Harbor at the signal of the sunrise gun. The steamer passes directly beneath the brow of the

sombre, historic, and now famous Morro Castle, and slowly and quietly approaches her anchorage in the beautiful harbor. The morning sun beams peacefully upon the glittering white city that stretches out over the rising hills, and tinges with gold the towers and domes of the Cuban metropolis. A fleet of beautiful little skiffs, all bearing on their bows some pretty and euphonious Spanish name, surrounds the steamer, and the babel of the owners fills the air with strange words of a foreign tongue. In these little boats the tourists are taken to the *machina* or water-gateway to the city of Havana.

Havana has been called "The Paris of the West." It surely has to a certain degree that glitter and flash in which Paris prides itself. There is a great love of the artistic displayed in its architecture and the interior of its churches and public edifices, and one cannot but feel glad that the city escaped the destructive bombardment which at one time seemed imminent.

Among the places of interest to tourists are the old Spanish Governor General's Palace, the former United States Consulate, the Public Parks, and the Columbus Cathedral and Memorial Chapel.

Cuba, "The Queen of the Antilles," extending through three and a half degrees of latitude, is somewhat longer than from New York to Chicago. The island is indeed the most picturesque of all the West Indies. It has been claimed that it can supply the world's demand for sugar, and it does supply very nearly the demand of the world for cigars.

Railroads lead out of Havana to the most noteworthy cities and regions of the island, and travel under normal conditions is pleasant and comfortable. Steamers also ply between Havana and Santiago.

PRINCIPAL HOTELS.

Pasaje.

Nuevo Telegrafo.

Roma Grande.

Inglaterra.

Mascotte.

THE INDIAN RIVER.

The Florida East Coast Railway extends from Jacksonville, via St. Augustine, to Miami.

The Tropical Trunk Line runs to Titusville, the head of the river, a distance of 158 miles from Jacksonville. A line of steamers runs between Titusville and Palm Beach.

This river, so well known to people of the North from the fame of its oranges, is one hundred and forty-two miles



ON THE BANKS OF THE INDIAN RIVER.

in length, and in many respects one of the most remarkable and picturesque water courses in Florida. From its head, a few miles above Titusville, to the southern extremity at Jupiter Inlet, it winds through the wildest and most beautiful scenery in the State. Its width varies from one hundred feet to three miles.

KEY WEST, FLA.

Florida East Coast Railway to Miami, thence by steamship.

Also Tropical Trunk Line to Sanford, Plant System to Port Tampa,
thence by steamship.

Key West, the county seat of Monroe County, is situated on an island one hundred and sixty-five miles by steamer from Miami, about two hundred miles from Port Tampa, and one hundred miles from Havana, Cuba. The island embraces two thousand acres of coral formation. It presents many pleasing features to the tourist, and is well worth a visit; tropical trees and flowers of all kinds abound, and the people of the island are remarkably hospitable. A constant breeze from the Atlantic Ocean and the proximity of the Gulf Stream render the climate equable and delightful. Frost never reaches here. Such a thing as artificial heat is unknown, except for cooking purposes. The capacious wharves of the city are daily lined with vessels of every nation, and the commodities of the world find an exchange here. The importance of Key West, as one of the greatest commercial centres of the country, is assured by its geographical position, and with the completion of the Nicaragua Canal it will occupy a still more prominent position in the commercial world.

PRINCIPAL HOTEL.

Hotel Key West.

MIAMI, FLA.

366 miles from Jacksonville, via Florida East Coast Railway.

Also Tropical Trunk Line to Titusville, steamers to Palm Beach,
and Florida East Coast Railway.

Miami is one of the prettiest and most delightful of Florida winter resorts. It is located directly on the beautiful Biscayne Bay, at the mouth of the Miami River, and



BISCAVNE BAY, MIAMI.

possesses a climate peculiarly soft and mild. It is the most southern point in Florida reached by railroad, and is in the midst of luxuriant tropical vegetation. The shores of the bay and the banks of the river are fringed with full-grown cocoanut trees laden with their interesting fruit, and the view through these "royal palms" of the peaceful bay, dotted with sails and canopied launches, and of the distant keys beyond with the white breakers of the sea glistening between, is one of peculiar beauty. A fleet of sailboats,

skiffs, and naphtha launches, ably manned, rides at anchor in the river during the season, ready at all times to take parties out upon the tempting bay. Excellent fishing may be enjoyed near at hand. Interesting excursions and hunting trips up the river into the Everglades can also be made from this point.

On the north bank of the river stands Old Fort Dallas, famous during the Civil War, which has been converted by the present owner into a luxurious home, surrounded by extensive tropical gardens, in a high state of cultivation.

The town of Miami is a typical Florida village, with broad, hard avenues, and quite an extensive trade in early spring truck. Besides the railroad it has steamship service to Nassau, N. P., Key West, and Havana. It is destined soon to become the metropolis of South Florida.

PRINCIPAL HOTELS.

Royal Palm.

Biscayne.

Miami.

Connally.

NASSAU, N. P.

Florida East Coast Railway to Miami and thence by steamship.

Nassau is the capital of New Providence, the chief of the Bahama Islands. It is directly east of Southern Florida, and about one hundred and fifty miles from Miami, being reached by steamer in a short sail of a few hours, through a sea landlocked most of the way. Protected by the Gulf Stream, it is absolutely free from frost and sudden changes in temperature, with a winter climate varying from sixty-eight to seventy-eight, where the variations rarely show five in twenty-four hours. The sailing is perfect, both in a landlocked harbor or on the broad Atlantic. The drives are magnificent, the roads being made out of the native stone, and for this reason it is rightly called the paradise of the cyclists. The Royal Victoria Hotel, a large four-story building, is well kept by an American. The

Curry House is less pretentious, but very comfortable, and there are smaller hotels and boarding houses within the reach of every visitor. The society is excellent, and for many years Nassau has been noted for its hospitality and courtesies to Americans.

OCALA.

126 miles from Jacksonville, via Palatka and Plant System. 100 miles from Jacksonville, via Florida Central and Peninsular Railway.

Ocala is a thriving and prosperous city, the county seat of Marion, and the centre of one of the richest agri-



A ROMANTIC PATH, FLORIDA.

cultural sections of the State, and is manifestly destined to become one of the distributing centres of the great orange belt. Near it are located extensive deposits of natural phosphates.

PRINCIPAL HOTELS.

Central Hotel.	Magnolia House.	Montezuma Hotel.
	Ocala House.	

THE OCKLAWAHA.

Starting point, Palatka, 55 miles by rail from Jacksonville, via Tropical Trunk Line.

No trip to Florida is thoroughly complete without a steamer ride up or down the Ocklawaha, for it reveals a phase of tropical scenery peculiar alone to Florida. The river is formed by a succession of swamps, springs, lakes, and lagoons.

A night journey on this river is one that cannot be rivaled for weird and beautiful effects. The pine torch headlight on the little steamer reveals masses of tangled jungle, networks of winding vines, moss, and fungi, awakens storks, cranes, herons, curlews, alligators, snakes, turtles, and a thousand other wild inmates of nature's household.

ORLANDO.

147 miles by rail or boat, via Tropical Trunk Line to Sanford, thence via Plant System. 4 miles south of Winter Park.

180 miles from Jacksonville, via Florida Central and Peninsular Railway.

Orlando is located in the midst of a region charmingly diversified by beautiful lakes, whose borders are lined with groves surrounding elegant villas and cosy winter cottage homes of Northern residents.

PRINCIPAL HOTELS.

Arcade Hotel.	Magnolia House.	Summerlin House.
Charleston House.	San Juan Hotel.	Tremont Hotel.

ORMOND, FLA.

104 miles from Jacksonville on the Florida East Coast Railway.

This beautiful little town is known as Ormond-by-the-Sea, or Ormond-on-the-Halifax—either or both—and is one of the most charming spots in Florida. The town is situated on both the east and west banks of the Halifax River, and no other locality in Florida presents such varied scenery.



WINTER BATHING IN FLORIDA.

Halifax River is really an arm of the sea—a broad tropical lagoon, whose banks are fringed with groves of palms, orange, oak, and pine. Into it flows the Tomoka River. This picturesque stream is one of the great attractions of Florida, and an excursion from Ormond to the head of the navigable waters and return may be made in about six hours by steam or naphtha launch ; many people prefer to

make the trip in sail or row boats, with which Ormond is well supplied. From the pier in front of the Hotel Ormond these craft ply their way up the Halifax, a distance of five miles, to the mouth of the Tomoka, passing beautiful rolling lands, both on the mainland and on the peninsula, all under a high state of cultivation, producing oranges, vegetables of all kinds, persimmons, guavas, and other semi-tropical fruits. Three miles beyond is Thompson's Creek, "The Fisherman's Paradise." Bass, trout, mullet, carvalho, and sheepshead may here be caught in large numbers.

From the village on the west bank across the Halifax runs a long bridge, which is a favorite resort for the "fishing folk" from the hotels; from its east end to the ocean—about a third of a mile—the road is through fragrant pines and an undulating sea of oak and palmetto, whose tops appear to form a waving carpet of green where the land rises and falls in long sea-like swells. Between the sand dunes and the sea stretches Ormond Beach—four hundred feet of yellow sand, hard and level as an asphalt pavement, and extending thirty miles without a break. It is a perfect drive, and a paradise for bicycle riders. The surf bathing of Ormond is superb, and it can be indulged in at least five days out of every seven during the winter season.

PRINCIPAL HOTELS.

The Ormond.

Hotel Coquina.

PABLO BEACH.

17 miles from Jacksonville, reached by the Jacksonville and Atlantic R. R.

Directly on the Atlantic Coast, commanding a magnificent view and offering a delightfully tempered climate, is this seaboard resort of Jacksonville. It possesses one of the finest beaches in the world.

PRINCIPAL HOTELS.

Hotel Pablo.

Ocean House.

Tropical Hotel.

PALATKA.

75 miles by boat, 55 miles by rail from Jacksonville, via Tropical Trunk Line. 28 miles from St. Augustine, via Florida East Coast Railway.

This thriving and picturesque town is the centre of a large orange-growing district, and many of the most famous groves in the State are located in the vicinity. Palatka is the county seat of Putnam, and the starting point for boat excursions on the Ocklawaha and Upper St. John's Rivers. Good shooting and fishing and bathing may be enjoyed.

PRINCIPAL HOTELS.

Florida Hotel. Hotel Graham. Hotel Osceola. Putnam House.

PALM BEACH (LAKE WORTH), FLA.

Reached by Florida East Coast Railway or via Tropical Trunk Line to Titusville and steamer.

Palm Beach is the social centre of Southern Florida. It is located on a broad and fertile peninsula covered with a luxuriant tropical growth. The great, green gulf stream sweeps along on one side laden with life, and tranquil Lake Worth with its resistless temptations lies peacefully on the other. The cocoanut palm, that beautiful and majestic tree, ever an index to an earthly paradise, grows here to perfection. Great groves of them can be seen in full bearing. Large bunches of green husked cocoanuts hang from the crown, and the gray pennants of the great dried blossoms tasseled among the fruit rustle and whisper in the sea breeze.

Nature has here supplied all the material the most lavish workman could covet; and the taste and labor of the wealthiest cities of our land have gathered along these shores to feast upon, train, and beautify the already beautiful.

Palm Beach is rich in athletic sports. Bicycle paths penetrate the tropical forest in every direction and skirt the shores of the lake for miles. Boating is a popular pastime, and golfing is the fashionable and exciting sport of the season. The links, which lie between the lake and the sea, on a



LAKE WORTH AND TROPICAL GARDENS.

green sward dotted with giant palms, are perhaps the finest in America. Excellent facilities for bathing are also provided.

PRINCIPAL HOTELS.

Hotel Royal Poinciana.
Palm Beach Inn.

Delmore Cottage.
Lake Worth Hotel.

PUNTA GORDA.

268 miles from Jacksonville, via Plant System.

Within easy reach of the most famous tarpon fishing grounds on the coast is Punta Gorda. No more exciting sport exists than hooking one of these "game fish." Up to a few years ago it was never taken except by harpoon or seine, and to come down now and land it with a thin, silken thread line is certainly a deviation from the old school, and sport of no small account.

PRINCIPAL HOTELS.

De Soto House. Hotel Georgia. Hotel Southland. Punta Gorda Hotel.

ROCKLEDGE.

175 miles from Jacksonville, all rail via Florida East Coast Railway, or via Tropical Trunk Line to Titusville, thence by boats of Indian River Steamer Line.

False Cape and Cape Canaveral throw their protecting arms far out into the sea, and shield the productive ter-

ritory to the south from every chilly wind. It is in this sheltered nook that Rockledge has sprung into the prominent health and agricultural mart of to-day. It is the capital of the famous Indian River country, world-renowned for its oranges, and little less celebrated for the quantity and variety of its game. It is undoubtedly one of the most beautiful and



COCOA PALM AND ORANGE GROVE.

delightful places in Florida, and its attractions are yearly becoming better appreciated. The palmetto palm grows here in wild abundance, and the effect of avenues of these graceful trees is decidedly odd and picturesque.

PRINCIPAL HOTELS.

Hotel Indian River. Plaza Hotel. New Rockledge House.

ST. AUGUSTINE.

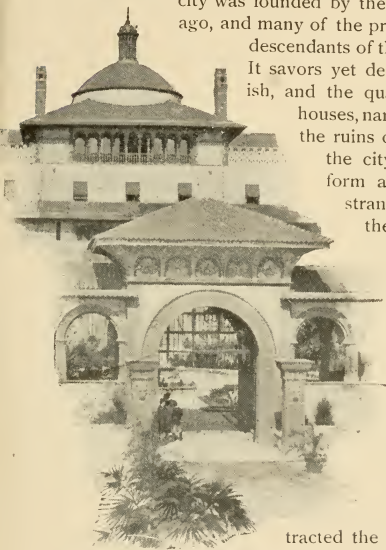
36 miles from Jacksonville. Reached by the Florida East Coast Railway.

First in point of historical interest of all the cities of Florida is St. Augustine, the oldest town in America. The city was founded by the Spaniards centuries ago, and many of the present inhabitants are descendants of the original grandees. It savors yet decidedly of the Spanish, and the quaint, old, balconied houses, narrow, winding streets, the ruins of the old walls, and the city gates, combine to form an old-world picture strangely in contrast with the newness of to-day.

The natural advantages of St. Augustine are many. It enjoys a well-founded reputation for healthfulness, and possesses a magnificent beach, on which sea-bathing may be indulged in from the year's beginning to its end. Its grand possibilities have at-

tracted the attention of capitalists, who have erected three of the most superb hotels in the world.

These palaces, the Ponce de Leon, Cordova, and Alcazar, are built of coquina, a curious shell formation. The architecture is Spanish Renaissance and



PONCE DE LEON GATEWAY,
ST. AUGUSTINE.

Mooresque ; the decorations and ornamentations are wrought in the same spirit, and the furnishing is in keeping with the skill which designed and the taste that executed the grand piles. They have no equals in the world, and yet they harmonize most happily with their antique surroundings. Other attractive features of the old town are the sea wall, the old slave market, the Huguenot Cemetery, the Plaza de la Constitucion, and the Castle of San Marco, now become Fort Marion.

PRINCIPAL HOTELS.

Ponce de Leon Hotel.	Florida House.	The Algonquin.
The Alcazar.	Hernandez Hotel.	Pasade la Plaza Hotel.
American House.	Hotel Cordova.	The St. George.
The Barcelona.	Magnolia Hotel.	The Buckingham.
Carleton Hotel.	Ocean View Hotel.	Lorillard Villa.
Columbia.	The Valencia.	

SANFORD.

125 miles from Jacksonville, via Tropical Trunk Line ; also reached by boat on St. John's River.

Sanford was originally a Spanish grant, and passed from hand to hand until 1870, when it was purchased by Gen. H. S. Sanford, through whose instrumentality a number of Swedish families were imported, and to their toil and industry the prosperity of the present community is largely due.

The picturesque body of Lake Monroe, on whose shore it is partly built, adds no small share to the attractive features of the place. It has long been held in the high estimation of Florida tourists and well warrants a visit.

PRINCIPAL HOTELS.

Sanford House.	Sirrine Hotel.
San Leon Hotel.	

SILVER SPRINGS.

100 miles from Jacksonville, on the Florida Central and Peninsular Railroad ; also reached via Palatka and the Plant System.

Silver Springs is well known to all who have heard of Florida. This vast circular basin, six hundred feet in diameter and nearly fifty feet in depth, is the source of a river known as Silver Spring Run, navigable for small



PALMETTO GROVE.

steamboats, and which empties into the Ocklawaha River, about nine miles distant, and is really one of the greatest of natural wonders. So transparent is the water that pebbles and sand can be seen distinctly at the bottom.

This place is owned and cultivated by the Florida Central and Peninsular Railroad, and is one of the prettiest places in Florida.

This crystal pool, supposed to have been Ponce de Leon's fountain of perpetual youth, is reached via rail or by boat up the Ocklawaha River from Palatka to Silver Spring Run, a swift and pellucid stream. From the springs Ocala, six miles distant, can be reached by railway or via a magnificent bicycle path.

TALLAHASSEE.

165 miles from Jacksonville, via Florida Central and Peninsular Railroad.

It is the capital of the State and a source of pride to all Floridians. It is beautifully built on a high elevation, and the design of the broad streets and avenues, shaded with evergreens and live oaks, and the bountiful and luxurious growth of flowers and shrubs, make it a veritable garden spot.

Here is the Lafayette Land Grant, and the noted lakes swarming with ducks and brant. The Murat residence, and the grave of Prince Achille Murat, son of the King of Naples, and a hundred and one places, may be visited and enjoyed to the profit of the tourist. Among these is the celebrated Wauklilla Spring, fourteen miles south of the city, reached by carriage or saddle, and which is the rival in area and depth to the great Silver Spring near Ocala.

PRINCIPAL HOTELS.

Baldwin House.

New Leon Hotel.

St. James Hotel.

TAMPA.

212 miles from Jacksonville, via Florida Central and Peninsular Railroad.

240 miles from Jacksonville, via Tropical Trunk Line to
Sanford and Plant System.

The run from Jacksonville to Tampa via Sanford is not without interest, as the passenger traverses Winter Park, Orlando, and the high pine lands to the Kissimmee Lake district, and thence on to that fertile and productive country where the town stakes of Tampa were first driven.



ON TAMPA BAY.

Here cotton, corn, rice, sugar cane, orange, lime, lemon, banana, and all the fruits of the tropical zone grow in profusion. Its seaport and mercantile value give it a prominent place among the cities of the State, and as a winter refuge it is not surpassed by any point on the Gulf Coast. The great Tampa Bay Hotel is the largest in the South, and is a marvel of luxurious appointments and lavish outlay.

Port Tampa, nine miles south of Tampa, is situated on the shores of Tampa Bay, and from its wharves the steamers sail for Key West, Havana, Port Antonio (Jamaica), Porto Rico, and also for Mobile, Ala., St. Petersburg, Manatee, and other points on the Gulf Coast.

Both Tampa and Port Tampa became prominent points during the recent Spanish-American War. One of the largest military camps of the war was pitched around them,

and Port Tampa was the point from which the Santiago expedition embarked.

PRINCIPAL HOTELS.

Tampa Bay Hotel.	The Inn (Port Tampa).	City Hotel.
The Almeria.	The DeSoto.	Tampa House.

TARPON SPRINGS.

121 miles from Sanford, via Plant System.

202 miles from Jacksonville, via Florida Central and Peninsular Railroad, via Lacoochee and the Plant System.

Foremost among the many attractive winter towns which have come into influential life along the Gulf coast is Tarpon Springs. The rapid clearing and building of this South Florida town would surprise some of the Western land boomers. It has the advantage of situation, the warm



PATH BY LAKE WORTH.

winds from the Gulf waters, whose power works wonders, and orange groves of number and great yield.

PRINCIPAL HOTEL.

Tarpon Springs Hotel.

WINTER PARK.

143 miles from Jacksonville, via Tropical Trunk Line to Sanford, and thence via Plant System; also via Florida Central and Peninsular Railroad.

When one considers that this resort, known to-day all over the States and abroad, was in 1881 a complete wilderness, it shows with what rapidity towns and cities are born in this wonderful country of ours. It is a picturesque town, laid out in the shape of a Greek cross, bordering on the shores of a chain of pretty lakes. The region immediately surrounding is highly productive of oranges. It is undoubtedly one of the best known and most highly esteemed winter homes in the far South, being extremely healthful. The noted Seminole Hotel, built in the most artistic and modern style, is alive with the gayety and life of a migratory people under its rich and hospitable roof.

PRINCIPAL HOTELS.

Seminole Hotel.

Rogers House.

This list could be extended to great length, and then perhaps all the attractive places would not secure mention. The sketches are intended as brief introductions to the most prominent places that typify the distinctive life and characteristics of this wonderful land, with its earth, air, and water forming nature's most perfect sanitarium, where thousands are restored to health and strength. The romantic Spaniard who sought the fount of perpetual youth here exercised excellent judgment.

If the hand-book serves to direct the steps of the tourist into pleasant paths, its purpose will have been achieved.

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PENNSYLVANIA RAILROAD TOURS.

CALIFORNIA.

PERSONALLY-CONDUCTED TOUR

TO THE

GOLDEN GATE.

This tour is scheduled to leave New York and Philadelphia Thursday, February 9. It will return by March 15, thus covering a period of thirty-five days, nineteen of which will be spent in California.

A distinctive feature of this tour is the inclusion in the rate of all hotel and Pullman accommodations, meals, transfers, transportation, and carriage drives at interesting points, both *en route* and in California. The model train which the Pullman Palace Car Company exhibited at the World's Fair, Chicago, and at the Atlanta, Nashville, and Omaha Expositions will be used throughout the tour.

Round-trip rates, including all of the above-named features: \$405.00 from Boston; \$400.00 from New York, Philadelphia, Baltimore, and Washington; \$395.00 from Pittsburgh.

For the convenience of those who may desire to travel independently after arrival in California, or who may wish to extend their stay beyond the time covered by the tour, the Pennsylvania Railroad Company has arranged to sell tickets to meet all such requirements.

PENNSYLVANIA RAILROAD TOURS.

WASHINGTON.

A series of short personally-conducted tours from NEW YORK, PHILADELPHIA, and adjacent points will be run

DECEMBER 27, 1898;

JANUARY 19, 1899;

FEBRUARY 16, 1899;

MARCH 9 and 28, 1899;

APRIL 20, 1899;

MAY 11, 1899.

Rates, including transportation and two days' accommodation at the best Washington hotels:—

\$14.50 from New York, Brooklyn, and Newark;

\$13.50 from Trenton, and

\$11.50 from Philadelphia.

Proportionate rates from other points.

TOURS TO OLD POINT COMFORT, VA., RICHMOND, VA., AND WASHINGTON, D. C.

JANUARY 28, 1899;

FEBRUARY 25, 1899;

MARCH 18, 1899;

APRIL 1, 15, and 29, 1899.

RATES:

From New York, Brooklyn, and Newark	\$34 00
From Trenton, N. J.	32 50
From Philadelphia	31 00

Covering all expenses for a period of six days.

Proportionate rates from other stations.

TO OLD POINT COMFORT,

RETURNING DIRECT.

From New York, Brooklyn, and Newark	\$15 00
From Trenton, N. J.	13 50
From Philadelphia	12 50

BOSTON TO WASHINGTON TOURS.

For the winter and spring of 1898-9 the Pennsylvania Railroad Company will run seven personally-conducted trips to Washington. These are unquestionably the most popular short tours that are given under the auspices of this Company, and especially appeal to the residents of Boston and New England in general.

The dates selected are:—

MONDAY, DECEMBER 26, 1898;

MONDAY, JANUARY 23, 1899;

MONDAYS, FEBRUARY 6 and 27, 1899;

MONDAYS, MARCH 13 and 27, 1899;

MONDAYS, APRIL 3, 10, and 24, 1899.

The low rate of \$23.00 will apply to all these tours.

This includes accommodations at the best hotels in Washington, side trip to Mount Vernon, and all necessary expenses (except meals on the Fall River Line).



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